reason that is relevant (reactor plant security) will have to be addressed by other means. There is a strong case for a fresh water fill of the RC, which would facilitate preservation of containment and reduce corrosion of primary systems. As bulkhead strength is marginal for the hydrostatic pressure involved, it would be necessary to provide compensation via a small relief valve. The primary circuit itself could be 'wet' or 'dry', but to meet environmental concerns a dry system is preferred. This is no problem to achieve at these low sea pressures, but system extremities will have to be plugged and weld sealed to preserve watertight integrity. The extent of this sealing will be considerably less than the 'seal at bulkhead' principle proposed for deep sea disposal. The water fill of the RC will include the void spaces previously considered for secondary compensation eg SG shells, RC void space, RCFW system, shock support cylinder. The primary shield tank will have to be emptied of potassium chromate solution and refilled with fresh water. The Emergency Cooler Tank and the Tunnel will also be fresh water filled.

4. PREPARATION OF HULL FOR TOWING

A weight control system will be required to give assurance of net positive buoyancy and undocked trim. Hull integrity for a long period would require a full survey of all blanks, full hull preservation, and renewal of hull anodes. The exact form of this preservation would require further study.

To improve towing characteristics it has been established that there is a need for a towing skeg and a dummy propeller. Designs for these are already available.

Sea disposal schemes involved cutting down the fin to a minimal structure. Although not essential, it is proposed that this modification is retained, as it has the useful effect of increasing GM to a more stable figure and reduces the underwater profile. The routine provisions for a dead tow (draught marks, access ladders, guard rails, reserve tow line) will be unchanged.

Ballast adjustments may be required to remove some of the stern trim. No weight removal should be necessary. Exact requirements will need detailed hydrostatic calculations but preliminary indications are that the requirement will be small.